

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUTZOW" Capt. H. Wilhelms (T. 17,350)	WEDNESDAY, 3rd Nov. at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Sinner (T. 18,300)	About WEDNESDAY, 3rd Nov.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leis (T. 6,000)	SATURDAY, 3rd Dec. at Daylight.

KOBE and YOKOHAMA "GOEBENZ" Capt. H. Regeer (T. 6,750) About TUESDAY, 13th December.

KODAT and LANDAAN "BORNEO" (T. 5,050) Middle of December.

All the steamers of the Imperial German Lines are fitted with Wireless Telegraphic. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 2nd November, 1910.

Intimations.

SENNET FRERES

are unrivalled in Hongkong for their Wide and Choice Stock of JEWELLERY of every kind, ORNAMENTS, CUT GLASS WARE, &c.

CALL AND SELECT XMAS AND NEW YEAR PRESENTS.

For variety and beauty our stock this year is unsurpassable. Hongkong Hotel Buildings.

IT PAYS BEST

IN THE LONG RUN TO GO TO

KUHN AND KOMOR, who have experience and expert knowledge.

If you want to buy

CURIOS THAT ARE THE REAL THING

and not shoddy imitations visit KUHN AND KOMOR'S STORE,

Hotel Buildings, Hongkong. Established 1867.

GENTLEMEN,

WE HAVE SOMETHING TO SUIT YOU!

JUST ARRIVED, a wide range of New Fashionable Suit length pieces of 3/2 yds. double width.

Pyjama Suits, Woollen, Flannel and Flannelette.

Silk Scarves, assorted colours; Scarf Pins, rolled gold and gold plated. Dress Neck-Ties, White and Black.

HOOSAIN-ALI & CO.,

No. 14, QUEEN'S ROAD CENTRAL Hongkong, 15th November, 1910.

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER" approved by the French Faculty of Medicine.

Large Bottles 5/30

Dozen 3/25

Case 50 Bottles 11/50

60 13/20

SOLE AGENTS:

"FRENCH STORE"

Hongkong, 15th Nov. 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

107, QUEEN STREET, HONGKONG.

OSMAN & CASUM, 1 & 3, D'AGUIAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Post Orders carefully executed

Hongkong, 6th September, 1910.

KWONG FUNG YUEN,

HEAD OFFICE—No. 13, DES VOUX ROAD WEST TIMBER YARDS—KENNEDY TOWN.

TIMBER MERCHANTS.

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Fir, Chinese Spar, Chinese Pine of all descriptions

Inspected & delivered to the Yards. Best Terms. Call & Enquire.

LEE YING YAI,

Managing Director.

Hongkong, 15th November, 1910.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkins.

DRY DOCK DEPARTMENT:—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance...80 "	Width of Entrance...50 "	Width of Entrance...63 "
Water on Blocks.....28 "	Water on Blocks...26 "	Water on Blocks.....21.5 "

Moorings basin 600 feet x 100 feet x 15 feet deep.

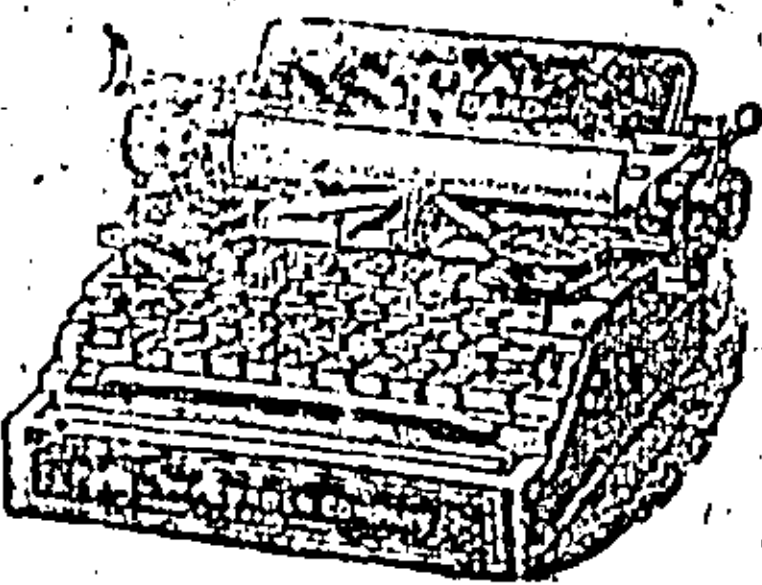
EVERY description of repair work is undertaken. A large assortment of material including tail shafts and keels in stock. Two powerful derricks for lifting 45 tons, pneumatic, electric, hydraulic, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midway Office 533, or 575, Customs Branch Office 1332, Takashimacho Office 294, or 2052, Trifancho Office 2151.

100 bu. bins, principally of brick and steel, 358,000 cwt. 13 buildings are private bonded warehouses. Floor area 73,313 square yards or 1545 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45,000 derrick, tug, launch, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

— TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial

Repair to any Make of

TYPEWRITERS.

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

61, DES VOUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHENWAN TOMES & CO.,

General Managers.

Hongkong, 15th Nov. 1910.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF FRUSTERS, EXECUTOR OF WILLS, ATTORNEY, &c., Undertakes and Executes.

SHENWAN, TOMES & CO., General Managers. Hongkong, 15th Nov. 1910.

F. BLACKBURN & CO.,

SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUNDED FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAHLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P & O SPECIAL LIQUOR BOOTH WHISKY, &c.

ALWAYS IN STOCK AT REASONABLE PRICES

EVERY KIND OF SHIP'S STORES AND REQUISITES

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

LAU PING KEE.

DEALER IN USED POSTAGE STAMPS AND PICTORIAL POST CARDS.

HAS also a large Assortment of XMAS and NEW YEAR CARDS in Stock. Prices Moderate.

MONEY CHANGER.

No. 10, Queen's Road Central, Hongkong, 3rd November, 1910.

HUNG ON & CO.,

SHOW ROOM AND STORE at the Premises formerly occupied by FA CHEE & CO., 17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 15th Nov. 1910.

ROBBER ESTATE RETURNS.

	Sept.	Oct.	Jan - Oct.
Allagar	5,600	8,555	19,017
Alor Pongau	2,618		12,157
Alma	1,100		4,850
Anglo Malay	59,162		464,118
Ayer Kuning	320	400	2,186
Ayer Mokk	2,168		11,058
Ayer Panas	1,550		4,339
Balgownie	7,051	8,481	81,818
Batak Rabb	1,300		3,835
Batang	4,113		19,307
Batu Caves	14,718		104,070
Batu Tiga	9,602		6,870
Berang		1,100	1,100
Bertam	10,350		83,893
Bikam	3,145		16,767
Briah	1,675		5,891
Bukit Kajang	5,293	5,664	4,458
Bukit K. B.	1,422	1,357	5,218
Bukit Limang	4,700	4,750	34,710
Bukit Timah	1,422	1,357	5,218
Caray United	12,350		16,559
Castlefield	5,047		31,484
Changkat Serdaeng	3,142	2,955	29,441
Changkat Salak	2,157	2,344	9,464
Cheng	950		950
Coleby	15,145	15,126	107,317
Consolidated Malay	23,035		129,920
Caledonia	25,000		179,127
Chunmor			8,774
Chunmor	2,385		10,610
Chunmor		100	100
Damanara	93,190		238,100
D. minlon		400	440
Edinburgh	6,200	2,000	61,950
Federated (Selang.)	17,018		91,348
F.M.S. Rubber	14,145		42,862
Geelong	22,000		117,103
Glenahly	2,113	1,044	11,665
Glenahly	4,784		19,493
Golden Hope	9,180		51,281
Golconda	15,013		104,416
Gula Kalumpung	10,000	12,700	32,800
Hai Kee	710		2,503
Hampden	12,000		57,930
Hayer	599	608	2,174
Heawood	1,168	1,374	6,561
High & Lowlands	43,173		371,843
Inch Kenneth	12,895		112,481
Indragit	705		4,401
Jimah			109
Jugra	9,511		60,583
Johong	21,880	21,850	185,350
Kapir Para	17,118		97,816
Kampong	8,940	9,100	137,412
Kempsey	1,099		27,134
Kepong	4,711	5,511	31,659
Klebang	215		713
Kota Tinggi	670	500	4,098
Kuala Klang	3,181		16,591
Kura	3,141	3,007	13,755
Krian Rub. Est.	3,870	410	19,554
Kuala Lumpur	49,216		401,256
Kuala Selangor	700		7,000
Labu	10,645	10,100	16,160
Lacandon	3,097		26,837
Ledbury	10,613		81,521
Lingli	78,000	82,000	69,500
London Asiatic	18,618		117,887
Malaka Pinda	454		781
Malacca Plant	32,000		210,700
Mandal Tekong	470	723	1,424
Merton	2,278		11,671
New Serendah		711	711
New Singapore	60		220
North Hummock	7,403		41,018
Novo Scotia	17,500		83,475
Padaeng Jawa		910	910
Pajam	3,500	3,600	25,300
Pataling	17,654		234,011
Pegoh	5,204	5,571	35,591
Pengkalan Durian	1,156		2,552
Perak Plant	13,441		93,133
Port Dickson	1,085	1,150	6,479
Radella		1,134	8,609
Rembia	1,438		6,858
Riba Rubber	6,679		47,846
Rubana	20,000		110,719
Ratanul	2,050	2,500	14,104
River Growers Assn.	4,029	3,927	35,310
St. Helena	105		735
Sengat	6,415	9,200	61,374
Selaba	8,071		49,708
Sungai Choh	5,353		16,413
Sungai Kapar	4,656		120,256
Sungai Peta	8,717		67,102
Seaford	21,095		135,504
Selangor	16,218		217,797
Seremban	35,122		182,074
Sembawang	653	518	2,016
Sengau	8,126		46,908
Shelford	11,700		69,301
Sipore & Johore	12,664		85,915
Singapore Para	5,275	5,250	49,575
Straits Rubber	39,500		195,840
Sungai Way	4,656		2,515
Sungai Chumor	1,639		37,251
Sesaput	879		1,659
Tambak	7,127		1,715
Tanjong Malim	990		3,450
Telok Anson	830	1,050	6,379
Tali Ayer	12,446		94,846
Trafalgar	204		2,261
Tremelby	6,200		31,863
Ts'ping		500	500
Ulu Pandan	450		2,311
United Singapore	2,125	12,778	
United Sumatra	1,850		26,248
Vallambrosa	33,700		91,400

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—Singapore Free Press.]

PO SING.

JEWELLER AND SILVERSMITH, No. 6, POTTINGER STREET.

CANTONESE SILVER WORK of every description done here. Moderate Prices.

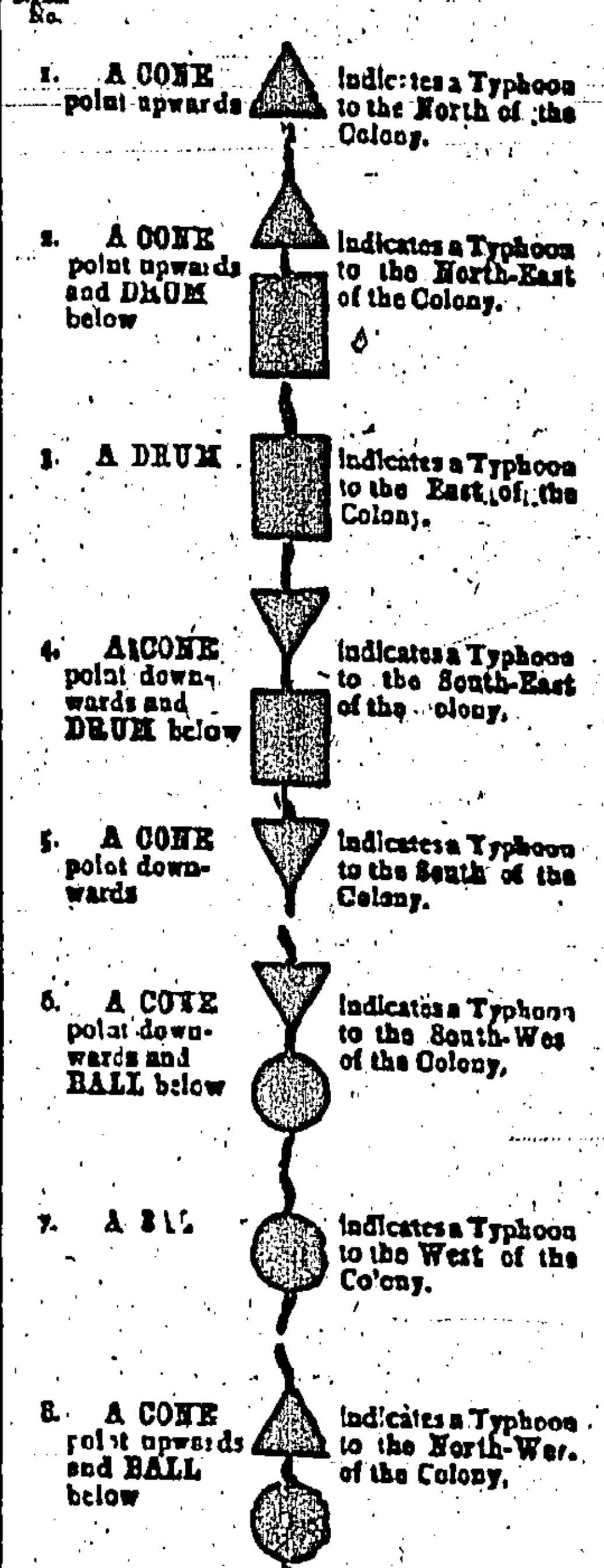
Xmas and New Year Presents in great variety and at special rates, suitable to all tastes and purses.

Hongkong, 2nd November, 1910.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbor.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urg

float

100

DR. O. TO BE DUMPED OUTSIDE
HARBOR LIMITS.

The Chi' tman who was reported from last week for being in unlawful possession of 7000 lbs. of laevo opium, was brought up again before Mr. E.R. Hallifax, the Police Court, this morning on the above charge. Mr. W. E. I. Jackson, of Messrs. Leacon, Looker and Jackson, appeared for the defendant, and stated that this stuff was sent to be analysed and was found to contain 3% of opium.

Mr. Hoggarib, Chief Excise Officer, said he is prepared to withdraw the charge on the understanding that the defendant would engage to leave the opium dumped outside the harbour limits, which was agreed to.

It will be remembered that the substance is part of a consignment of raw opium imported into the Colony some time ago and was seized in connection with a liquidation case and was finally ordered by the Harbour Office to be stowed with 'kerosene' oil and to be destroyed. Since it was dumped into the sea, and sent in drift boats. The quantity found was the subject matter of the charge was stolen from the drift boats and was brought before the court on several occasions.

LLOYD'S REGISTER.

GREAT BRITAIN HOLD MORE THAN HALF OF WORLD'S VESSELS AFLOAT.

The annual report of Lloyd's Register of Shipping has just been issued and shows that 10,314 merchant vessels registering over 2000 tons gross held classes assigned by the committee of Lloyd's Register, 66% of these vessels with a tonnage of 13,016, 16,120 and 18,111 tons, the rest being foreign. 540 new vessels were launched during the year, 61 of which were steamers.

A new set of revised rules for the construction of steel ships was issued by the committee during the year, and has been met with satisfaction by the shipping community all over the world.

Regarding the increased use of internal combustion engines and oil engines for large vessels, the report has the following to say:

"The use of Internal Combustion Engines for marine purposes has hitherto been confined to small vessels and yachts, but the possibility of the use of this description of engine as the motive power of large vessels is now becoming a question of immediacy and practical importance.

The Internal Combustion Engines in marine general use on land and also those of the small vessel type work on the 4 stroke cycle principle, and are single acting, so that with each cylinder there is only one impulse for two revolutions of the shaft. With this type of engine there is considerable difficulty in effecting the reversal of the direction of rotation of the engine, and when these engines are used for marine purposes the astern motion of the screw has usually been obtained by the use of fourth wheel gear.

THE WORLD'S RUBBER TRADE.

DICTIONARY PROJECTS FOR PLANTERS.

In the course of a lengthy review of the trade of rubber in the *Times* by a well-known firm of London brokers, some interesting particulars are given of the production and consumption of rubber in various parts of the world. It seems that the total consumption of rubber in 1913, and its prospects of growth generally have greatly improved. There have even been those who have prophesied a boom in 1914 as there has been in rubber, but it is impossible for tea prices to go up in the way rubber prices did. The consumption of tea in the United States is usually as much people take to drinking it, whereas the demand for rubber increases because new uses are found for it. The world's production of tea according to its review above mentioned, is about 1,200 million pounds annually, of which about one-half is grown in China. Rather more than three-eighths is grown in the British Empire, and rather less than one-eighth in other countries, of which Java and Formosa are the most important. It is estimated that the enormous quantity of 500 million pounds of tea are produced in China annually, of which 40 million pounds is consumed and 200 million pounds exported.

THE QUEBECOOTING CAMPAIGN.

MANILA, BARBERS DRY DURING MANY WEEKS.

Thus the *Manila Times*:—Century old traditions will be broken, and Chinese history made in Manila if resolutions proposed by some of the more advanced members of the Chinese Chamber of Commerce of the city are adopted, for their object is the abolition of the queue, a long honoured badge of the Chinese race.

The matter has already been brought officially before the most influential Chinese bodies of the city by the Chinese Consul General, and though no definite action has been resolved upon, the meek back of the movement is given by a majority of local Chinese residents will cut their queues by December 31, the date set by the Hongkong queue-cutters' association.

Several members of the Chinese Chamber of Commerce have been in communication with the Hong Kong leaders of the movement and they are following developments in China closely. But although the actual cutting date is two weeks away many Manila Chinese took time by the forelock and their queues by the handle, Saturday, and cut off their hair and appendages.

There is a talk that a public meeting of the Chinese of Singapore will be called to pass resolutions urging that in view of the importance of the Chinese community over any other nationality in the F.M.S. that more adequate representation be given to the Chinese in the F.M.S. Council.

CLAIM FOR MONEY LENT.

This morning in the Original Jurisdiction of the Supreme Court—before Mr. Justice Huxford—a case was called in which Chao Hing Yu, trader, No. 21 Graham Street, sued Yeung Lun Sal, trader, No. 50 Des Voeux Road Central, for \$150, being money lent.

Plaintiff, under examination, stated that the money paid in dispute was paid over in the form of a promissory note (produced). The note was signed by the defendant and handed over to witness. No money passed; it was a transfer. Witness was formerly a clerk with Edward Lee & Co., of which firm defendant's son was a partner. Witness had entered into the employment of this company to act as a clerk under a bond of \$200, which he deposited with the defendant's son as a guarantee of the firm. When they stopped business in August, witness went to the defendant and demanded repayment of his deposit but did not get it. Afterwards he went to defendant (the defendant's father) and obtained this promissory note from him.

The case for the defendant was that the plaintiff had threatened the former and said that he would put him in jail if the money was not paid.

After further evidence had been led, the case was adjourned.

THE BUILDING COLLAPSE.

RECOVERING THE BODIES.

As was reported in our issue of yesterday, a serious building collapse occurred at Nos. 15 and 17 Aberdeen Street shortly after one o'clock. When we went to press, the number of casualties had not been ascertained, but it was thought that they were numerous. This proved to be the case. When the collapse occurred, there were some fifty people in the houses. How they escaped utter destruction remains a marvel.

When the roof and the three floors were all hurled to the ground level leaving only the outside wall standing, it appeared to be a terrible sight. A single person in the ground floor could have escaped. Yet quite a number of the residents came off with

HARDLY A SCRATCH.

In most of these cases, too, they ran off as fast as their legs could carry them. Others, again, who had been injured only slightly took refuge in their neighbours' houses.

As soon as the alarm was given, rescue parties were promptly on the scene from the Fire Brigade, the Sanitary Board, and the Public Works Department, and with strenuous efforts they were recovering the bodies and getting out the injured from the debris.

The work done by the rescue parties cannot be too highly praised. The rubbish inside the houses was thrown down and thrown out into the street and then carried away by Sanitary Department coolies. Several of the rescued were severely injured but they had to be carried to hospital. Few of the bodies were recovered. The party of No. 13 at one time was the only one standing to the confusion.

All through the night the work was carried on by relays, and the morning was proceeding as hard as ever. The water will have been forth and about, but the clearing away of the accumulation will not be completed for some days yet. It is feared there are still three or four bodies buried beneath, and little hope is entertained that they are alive.

FACTS ABOUT THE KOWLOON CANTON RAILWAY.

This line is just over 23 miles in length. The construction commenced under the direction of the Public Works Department in the latter part of 1905.

The first run over the complete section was made on July 28, 1910.

There are altogether 40 bridges on the section. The longest is 200 feet in length. The tunnels number five, of which the first is the longest and the second the largest.

The longest tunnel is that at Tacon Hill over 700 feet. It was started in January, 1907, and the head was met in May, 1909.

The first man to rough the Beacon Hill tunnel was a Chinese excavator, who was closely followed by a Lalai, a pioneer of the honour.

There is ten per cent. of tunnelling on the section in relation to the length of the line.

With two small big stations there are altogether eight stations on the section.

One of the biggest jobs on the railway was the Kowloon Point reclamation, which covers an area of 41 acres.

At one time there were no fewer than between 4,000 and 5,000 men at work including British, Indian, and Chinese.

There will be four locomotives and about 60 cars of various kinds at work when the railway is fully working.

The total cost of the section will be over \$1,000,000.

The cost of running the section for the first year is estimated by Government at \$125,000.

In traffic receipts the Government anticipates receiving a sum of \$37,000 during the first two months.

THE "MANCHURIAN" SPEED.

Since leaving Manton on the present homeward voyage, the P.M. steamer *Kia Shu* has been doing some good sailing. The following is a record of the run:

Days hours mins. average

Manton to Shanghai 3 4 5 14.2

Shanghai to Nagasaki 1 2 3 6.5

Nagasaki to Kobe 2 3 4 6.03

Kobe to Yokohama 2 5 9 10.55

A YEAR AS LORD MAYOR.

SIR J. KNILL'S IMPRESSIONS.

NOT GLAD IT IS OVER.

There is something about the position of Lord Mayor of London that immediately appeals to the popular imagination. It is from this illustrious office that the Mayor of London has been invested with charm and picturesque, and a clamour of old romance and gothic ceremonial clings to it like a halo.

Many have wondered, perhaps, what it is like to be at the Mansion House for a year, and with a view to ascertaining this a representative of the "Pall Mall Gazette" had an interesting talk with Sir John Knill, whose term of office as Lord Mayor is coming to a close.

"It has its joys and its trials," said Sir John, "but notwithstanding, I am not glad it is over. I shall leave the Mansion House with many regrets."

"To be perfectly frank it represents two months' hard labour; a fact I have often remarked in a jocular way to some of the Metropolitan police. You see at the back of all of every one; you are placed in a pedestal, the limelight is turned on, and should you make a false step it becomes known far and wide."

"My year of office, however, I shall look back upon as one of the happiest years I ever spent. But it has exacted its penalty. I came into the Mayor's perfectly fresh, but I go out of it feeling considerably 'less so.'"

PROCESSION'S "CIRCUS" ELEMENT.

Alluding to the Lord Mayor's procession, Sir John Knill expressed his delight at the reception accorded to the Lady Mayoress and himself. He was very glad he declined to abolish the "circus" element in it because he and his father before him failed to see its appropriateness and wondered what possible connection it had with the Lord Mayor's position.

"My own view," he added, "is that the procession should be dignified. The spectacle of a shivering on the top of the gorgonzola Jumbaloo circus in a dumpy November day struck me as being out of place."

Sir John approached his high office, he explained, with some dread and a fear that he would inadequately fulfil his responsibilities. "But the anticipation was worse than the reality. I had made up my mind to do all I could to keep up the old traditions and virtues of the City, and to carry on the work as efficiently as possible."

"No," he remarked, in reply to no interrogation, "I had it the beginning of my political ideas although I was asked many times what I was going to do. Subsequently, however, I determined to mark my year of office by promoting to the fullest extent a scheme of apprenticeship with which the Plumber's Company, of which I was twice Master, has closely identified itself."

The lamented death of King Edward threw a cloud over the Mansion House, at the same time increasing the duties of the Lord Mayor.

The only Royal personage entertained, Sir John Knill said, was the young and ill-fated King of Portugal, who to-day, by a dramatic change of fortune, is homeless.

"I was delighted with the grace and perfect deportment of the boy King," he said, "and greatly admired his simple, frank, and open expression."

It may not be altogether surprising to hear from the Lord Mayor that the jangling which is inseparable from his office occasionally becomes irksome.

"One of the greatest trials at the Mansion House," he remarked, "are the ever long banquets. Night after night they come with an almost wearisome regularity, and when it is remembered that the Lord Mayor has also fixed engagements in the morning as well, it must be said that he is bearing this civilly at high ends. At the same time there is a good deal of enjoyment to be extracted out of these functions."

THE BANQUET TRIALS.

"The number of banquets I have attended? Well, that is not easy to calculate. It is a well-known principle that the Lord Mayor gives a banquet to his wife and about twenty as much as a Sheriff. And if, at one of these banquets, the guests are invited to the Grosvenor, the Lord Mayor must have been invited on about 100 different occasions."

Invited to discuss the King's Memorial for London, the Lord Mayor said he had no particular predilection in favour of any scheme. Before that memorial became necessary, however, he had, Sir John said, a great desire to see the removal of the Zoological Gardens to the Crystal Palace.

"It would be better for the animals," he added, "and would also be a great attraction to the Palace, which needs something more to make it a popular pleasure resort."

In conclusion, the Lord Mayor made a grand tour of the city in which the Lady Mayoress had assisted him. He also spoke of the great help given him by Sir William Peel (his secretary) and other.

BIG EARTHQUAKE AT SEA.

Mr. H. O. Barnard informs us that "as an earthquake was registered at the Colombo Observatory," it began at 11.55 8 minutes a.m. standard mean time, the vibrations reaching a maximum at 12.3 8 p.m. and lasted till 3 p.m. the calculated distance from Colombo being 700 miles. This appears to be the largest seismic disturbance yet recorded at the Colombo Observatory. It is, however, unlikely that much damage is done, as the sea is almost certainly at rest, hence any land that has been affected will not have received the full strength of the shock.—*Times of Ceylon*.

OLD MALAYA.

BRITISH MERCHANTS' CRUISE IN 1592.

In the year 1592, Captain James Lancaster set sail for the East by way of "Cape of Good Hope" and "Zanzibar" on the backside of Africa. The squadron consisted of "the tall ship, Fenelon, Merchant Royal," and "Edward Bonaventure," and the Captain, as "surrendering," commanded the last-named. The Merchant Royal was sent back to England, when they reached Agaña (Saldanha), and off Cape Cod. The Fenelon, with Captain Lancaster, the "admiral," and all the officers and crew on board, was lost in a mighty storm and extreme gusts of wind.

Captain Lancaster, having vainly sought for the lost ship, continued his voyage to the East, and Bonaventure to Malacca. The account of the voyage was written from the mouth of Edmund Barker, of Ipswich, lieutenant on that ship, by the scribe, Mr. Richard Hakluyt, and the phraseology used is very quaint and at times somewhat perplexing for which reason only a few extracts will be quoted.

In May, 1592, the *Edward Bonaventure* "happily doubled Cape Comorin without sight of the east of India," and ran in six days past the Nicobar Isles, also without seeing them to the "Islands of Ganges Pole, which lie in the great Island of Sumatra." The date of the ship's arrival in Malayan waters was the first of June; yet we are told that as "winter" was approaching "with much continuance weather," Captain Lancaster did not relish the prospect of the monsoon and sailed at once a few days rest, for the good harbour at Penang, where the anchorage was known to be safe. It may be presumed that "winter" and monsoon were synonymous terms, with sailors in those days. Penang was reached about the middle of June, and the visitors remained there till August, by which time the "winter" had passed.

Penang is described as being then uninhabited but healthy, and Captain Lancaster put up some houses of a sort on the shore and sent all his sick bands, who were numerous, to recruit their strength on land. He found the supply of fresh food for his men very small, as may be supposed when he states through his lieutenant that they could get but "candy coasts growing on rocks, great wilks, and some few fish which we took with our hooks."

On Penang was found an abundance of trees of white wood so light and tall, that a man may make masts of them being a hundred foot long.

Although all the sick men were landed on this uninhabited island "for their health, nevertheless 6 of them died in this place whereof John Hall our Master, was one, and Mr. Faoudd Golding another, a merchant of great body and much discretion."

The "winter" having passed, Captain Lancaster watered his ship, and fitted her to go to sea, yet found his crew numbered only 33 and a boy—the boy always a survivor, does he not?—and but 21 of the men were fit for work, 8 of them being sailors. No further delay could be allowed, however, and the passage from Penang to Malacca took place, though the two was never reached, as Captain Lancaster, who had fallen in with a rich "galleon," belonging to the Captain of Malacca, and captured it after a smart fight, "doubting the forces" of the Portuguese stationed there, wisely altered his course, and steered north to Junk Ceylon, or Jussalson, as he calls it.

This prize was laden with 300 passengers, men, women and children, who escaped aboard at nightfall, and 300 bushels of Quercus wine and Nipar wine, which is made of the palm tree, and raisin wine which is also very strong.

The ship also was armed with sixteen pieces of brass, and carried all kind of haberdashery, as hats, caps, knits of Spanish wool, worsted stockings, shoes, velvet, fat, taffeta, chambers, and silk, rice, venice glass, false and counterfeit stones from Venice (to deceive the rude Indians withal), abundance of playing cards, two or three packs of French paper, a curious assortment for tropical people whether rude Indians or not.

At Junk Ceylon Captain Lancaster bartered, firstly with the "Moors" in that island exchanging Commodities from Europe for pitch to trimme our ship, ambergris, and the horns of the Abath. One of the prisoners, who did not escape, happened to know Malay and acted as interpreter. According to him, the Abath was thought to be a female demon which roamed the wilds on the mainland between Malacca and Pegu, and was "highly esteemed of all the Moors in those parts as a most sovereign remedy against poison." The horns were of a brown-grey colour.

After this brief visit to Malaya, Captain Lancaster sailed for the Nicobar Isles and home on December 8, 1592, as his men previously declined to stay in the East any longer. They landed at Rio on May 4, 1593, after a voyage of 17 months, during which they picked up at St. Helena one of the crew of the Merchant Royal, who had been left there as becoming too ill to continue the journey back to England.

This man, Abraham Kendall by name, was so overjoyed at seeing his old friends of the *Edward Bonaventure* that he became "idle-headed" and after eight nights and days of wakefulness died from lack of sleep.

R. W. E. E.

HEAVY STORM IN JAPAN SEA.

SEVERAL WRECKED.

On the morning of the 16th inst. an exceptionally violent storm raged in the Japan Sea, sending a message from Tsuruga, and tremendous seas swept the coast. The pier at Tsuruga was entirely broken and several embankments were washed away. Pouch of the River Kyo, all the embankments were not washed away but every ship which had taken refuge there was wrecked. Fortunately, the large steamers escaped.

Today's Advertisements.

FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamer

"NILE,"
Captain E. P. Marile, R.N., will leave for the above ports on THURSDAY, the 1st Dec., at Daylight.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 29th November, 1910.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, MOJI AND MOJI.

THE Steamship

"JAPAN"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 29th November, 1910. [734]

COMMERCIAL.

29th November, 1910.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	5/
Anglo-Javas	5/11.6
Anglo-Malays	24/
Balgowans	5 0/5
Bentams	7/
Caney Uniteds	17/6 prem.
Castlefields	11.6
Changkat Serdangs	38/
Choras (part paid)	38 prem.
Do. (fully paid)	5.8
Damansaras	15/1/6
Eastern Internationals	13 3/4 prem.
Glencaldys	3.03
Highlands and Lowlands	107/6
Indragiris	5/3
Kamannings	5/ prem.
Kuala Lumpur	165/
Ledburys	75/
Liggle	7 3/4
London Asiatics	13/
London Ventures	5 6
Mailmans	6/
Pajams	11/
Pegohs	31/
Rubber Trusts	17/ prem.
Sandycrofts	5/6
Sapongs	17/
Seafields	14/
Shelfords	73/9
Singapore & Johore	5/3
Sungel Choks	91/
Sungel Kapars	14/
Tangkabs	14/
Toorangis	14/
United Serdangs	115/
United Sumatras	8/3
United Langkats	80/
Duff	10/
Tronohs	34/6
Para Rubber	65 per lb.

Events Coming.

Wednesday, 30th November.

St. Andrew's Ball.
Geo. P. Lammer's Auction Sale of launch.

Saturday, 3rd December.

Boxing at City Hall, 9 p.m.
Bazaar at St. Paul's College.

Tuesday, 6th December.

Bazaar at St. Andrew's Hall in aid of Asile de la Sainte Enfance.

Wednesday 7th December.

Geo. P. Lammer.

Wednesday, 21st December.

Hongkong Philharmonic Society Concert.

Friday, 23rd December.

Police Ball.

Saturday, 31st December.

Concert at Club Germania.

8 p.m. Passed the Canal.

25th October—Australian, Benarty, Ching Wo, Carnarvonshire, Glenish, Kleist, Sarpa.

25th October—Duffin, Charles, Keamus, Kila, Maru, Polynesian, Jasson.

25th November—Brazilia, Cayon, Denzation, Glenlogan, Kaga Maru, Salmoia, Welsh Prince.

25th November—Hyson, N. E. Syria, Polyphemos, Yarra.

25th November—Rubens, Jaurieda, Hyson, Jaurieda, Benarty, 25th November—Amur, Aluta Maru, Yarra.

25th November—Amur, Aluta Maru, Yarra.

25th November—Amur, Aluta Maru, Yarra.

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25th November—Amur, Aluta Maru, Yarra.

25th November—Amur, Aluta Maru, Yarra.

Intimations.

ASAHI
ASAHI
ASAHI
and
SAPPORO
SAPPORO
SAPPORO
B.T.E.
PRICES:
4 Dn. Quarts \$ 1.10 per case
8 Dn. Pints \$ 1.50 " "

OF ALL
WINE
MERCHANTS.

Intimations.

THE DAIRY FARM CO.,
LIMITED.
CHOICE AUSTRALIAN
BEEF,
LAMB,
MUTTON,
RABBITS
AND
HARES.

CHINESE IMPERIAL RAILWAYS.

CANTON-KOWLOON RAILWAY.

CHINESE SECTION.

NOTICE.

THE First Section of the above Railway from CANTON (Tai Sha Tou) to SIEN TSUN will be opened to traffic from the 6th December, 1910.

TIME-TABLE.

In force from 6th December, 1910 until further notice.

CANTON (Tai Sha Tou) to SIEN TSUN.

Mile.	STATION.	Passenger Trains.		
		No. 1 Daily	No. 2 week days.	No. 3 Sundays
		A.M.	Noon.	P.M.
3.53	CANTON (Tai Sha Tou)	7.01	12.00	2.03
	SHIEK PAI	7.09	12.09	2.11
7.50	OHE PI	7.11	12.12	2.13
	WU CHUNG	7.13	12.13	2.15
12.58	NAM KONG	7.19	12.19	2.21
17.09	SUN TONG	7.21	12.21	2.23
21.67	TONG MEI	7.23	12.23	2.25
23.51	NGA YEO	7.25	12.25	2.27
25.54	SIEN TSUN	7.27	12.27	2.29
29.00	SIEN TSUN	7.29	12.29	2.31

SIEN TSUN to CANTON (Tai Sha Tou).

Mile.	STATION.	Passenger Trains.		
		No. 4 Daily	No. 5 week days.	No. 6 Sundays
		A.M.	P.M.	P.M.
3.48	SIEN TSUN	9.15	2.15	4.10
	NGA YEO	9.24	2.24	4.21
5.30	TONG MEI	9.28	2.28	4.25
7.33	SUN TONG	9.33	2.33	4.30
11.91	NAM KONG	9.39	2.39	4.36
18.42	WU CHUNG	9.44	2.44	4.41
21.10	OHE PI	9.48	2.48	4.45
25.37	SHIEK PAI	9.53	2.53	4.50
28.00	CANTON (Tai Sha Tou)	10.00	3.00	5.01
		10.06	3.06	5.07
		10.17	3.17	5.15
		10.21	3.21	5.17
		10.32	3.32	5.31
		10.38	3.38	5.34
		10.40	3.40	5.47
		10.53	3.53	5.49
		11.02	4.02	5.59

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER, SAVING 10 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTAGLE" WEDNESDAY, JAN. 19TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APR. 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"ALLAN LINE" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APR. 8TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless system.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various ports of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate or Steamers and 1st Class via Canadian and American Routes.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Plot).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	CHONGSHING	WED. DAY, 30th Nov., No n.
SCAPORE, PENANG & CALCUTTA	CHONGSHING	WED. DAY, 30th Nov., Noon.
MANILA	CHONGSHING	SATURDAY, 3rd Dec., Noon.
LOOHSANG	CHONGSHING	SATURDAY 9th Dec., Noon.
SHANGHAI, KOBE & MOJI	KUISANG	WED. DAY, 14th Dec., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kuisang*, *Chongshing* and *Chongshing* leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light & fully qualified engineers in the crew.

Passengers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shao, Tientsin & Newchwang.

For Freight or Passage, apply to

Telephone No. 115. HONGKONG, 29th November, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
LOILO & CEBU via AVOY	"SHIKOKU"	30th Nov. 5 P.M.
SAMARANG & SOERABAYA	"SHIKOKU"	1st Dec. 4 P.M.
SHANGHAI	"SHIKOKU"	4 P.M.
SHANGHAI	"SHIKOKU"	3d " Midday.
MANILA	"SHIKOKU"	6h " 4 P.M.
MANILA, ZAMBOANGA & ATSETA	"SHIKOKU"	17th " 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANLI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARE. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Asahi*, *Chosen*, *Iman*, *Chinba*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo en route to all ports in the Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

Telephone No. 15. HONGKONG, 29th November, 1910.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Asahi*, *Chosen*, *Iman*, *Chinba*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday taking cargo en route to all ports in the Yangtze and Northern China Ports.

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These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE OHIO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via NAGASAKI, KOBE AND YOKOHAMA	"TACOMA MARU"	6,178	WED. DAY, 30th Nov., at Noon.
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec., at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO & ANPING	"SHIFETORO MARU"	WEDNESDAY, 30th Nov., at 5 P.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 4th Dec., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 7th Dec., at 8 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJON MARU"	THURSDAY, 8th Dec., at 8 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishika Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
£73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Qidao's Building.

Hongkong, 29th November, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DISTINCTIONS	STEAMERS	SAILING DATES, 1909
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Yamada, Tons 7300 MISHIMA MARU, Capt. A. H. Moore, Tons 9100 KAWACHI MARU, Capt. H. Petersen, Tons 7300	WEDNESDAY, 7th Dec., at Daylight. WEDNESDAY, 21st Dec., at Daylight. THURSDAY, 27th Dec., P.M.

VICTORIA, B.C. & SEATTLE

SADO MARU, Capt. S. Hirayoshi, Tons 7000

WEDNESDAY, 31st Dec., from KOBE.

VICTORIA, B.C. & SEATTLE

AWA MARU, Capt. S. Ishikawa, Tons 7000

TUESDAY, 6th Dec., at Noon.

ROBE, YOKKAICHI and YOKOHAMA

INABA MARU, Capt. K. Kawata, Tons 7000

TUESDAY, 3rd Jan., at Noon.

SYDNEY AND MELBOURNE

YAWATA MARU, Capt. T. Sekino, Tons 5300

THURSDAY, 22nd Dec., at Noon.

ISLAND, TOWNSVILLE AND BRISBANE

NIKKO MARU, Capt. M. Yagi, Tons 6300

FRIDAY, 20th Jan., Noon.

BOOMBAY via SINGAPORE

COLOMB MARU, Capt. E. Oomoe, Tons 5700

TUESDAY, 19th November.

NAGASAKI, KOBE and YOKOHAMA

NIKE MARU, Capt. M. Yagi, Tons 6300

WEDNESDAY, 21st Dec., at Noon.

KOBE and YOKOHAMA

ATSUTA MARU, Capt. Wm. Thompson, Tons 9000

THURSDAY, 8th Dec., at 5 P.M.

SHANGHAI, MOJI & KOBE

CRYLON MARU, Capt. Fred. J. ... Tons 6000

MONDAY, 11th December.

Fitted with new system of wireless telegraphy. Cargo only. Carried deck passengers.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers, Tons, Leave Hongkong

MIYASAKI MARU, 9,000, 15th Feb.

KITAKO, 7,000, 1st March

IYO, 7,000, 15th "

HIRANO, 9,000, 29th "

TAKAO, 8,100, 14th April

KAMO, 9,000, 26th "

AKI, 7,000, 10th May

MISHIMA, 9,000, 24th "

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers, Tons, Leave Hongkong

AWA MARU, 7,000, 25th Feb.

IMAY, 7,000, 25th March

TAMBA, 7,000, 25th April

AWA, 7,000, 25th May

To Pacific Coast at Common Points

1st class Single, £35

2nd " " £25

3rd " " £15

To London via New York 1st " £60

via St. Lawrence 1st " £65

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class 1st class passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to

T. KUSUMOTO, Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, GUYON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAVE."

Capital Owen Jones, R.M.R. carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S.

from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and India for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further information, apply to

F. A. HEWITT, Superintendent.

Hongkong, 28th November, 1910.

HONGKONG-BOSTON-NEW YORK.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast).

S.S. "INDRAPURA" ... WED. DAY, 30th Nov., 5 p.m.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 29th November, 1910. (620)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ST. ALBANS."

Capital Hood, will be despatched as above on SATURDAY, the 10th December, at Noon.

This new Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st November, 1910. (721)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER AND SEATTLE

via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamers, Tons, Disputa, On board

Hallamshire, 4,420, C. E. Elliot, 1910

